

**BEFORE  
THE PUBLIC SERVICE COMMISSION  
OF SOUTH CAROLINA**

In re: )  
 )  
Application of American Safety Movers, )  
Inc. for Class E Certificate of Public )  
Convenience and Necessity to transport )  
Household Goods Between Points and )  
Places in South Carolina restricted to the )  
Transportation of U.S. Department of )  
Defense Shipments for Department of )  
Defense Personnel )

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**MOTION FOR PROTECTIVE TREATMENT AND  
BASIS FOR FILING EXHIBIT AS TRADE SECRET**

American Safety Movers, Inc. ("American Safety" or "Applicant"), by its undersigned counsel and pursuant to S.C. Code Ann. § 39-8-10, et seq., Commission Order No. 2005-226, and all other applicable rules, statutes and regulations, hereby files this Motion for Protective Treatment ("Motion") in the above-captioned proceeding. By this Motion, the Applicant seeks protective treatment by the Public Service Commission of South Carolina ("Commission"), of certain commercially-sensitive proposed rate information filed as Trade Secret and attached to the Testimony of Patrick B. Coleman in support of the application of American Safety for a Class E Certificate of Public Convenience and Necessity to transport Household Goods Between Points and Places in South Carolina restricted to the Transportation of U.S. Department of Defense Shipments for Department of Defense Personnel ("Application"). Because this Motion is an inseparable part of the Testimony, it is being filed concurrently therewith.

In support of this Motion, the Applicant provides the following:

1. The exact legal name, address and telephone number of the Applicant are:

American Safety Movers, Inc.  
216 Druid Street  
Jacksonville, Florida 32254  
Telephone: (904) 353-4848  
Facsimile: (904) 353-4448

2. Correspondence or communications regarding this Motion should be addressed to:

Bonnie D. Shealy  
1901 Main Street, Suite 1200  
Post Office Box 944  
Columbia, South Carolina 29202  
Telephone: 803.227.1102  
Facsimile: 803.252-0724  
bshealy@robinsonlaw.com

with a copy to:

Patrick B. Coleman, Vice President  
American Safety Movers, Inc.  
216 Druid Street  
Jacksonville, FL 32254  
Telephone: (904) 353-4848  
Email: [pbcc@amsamovers.net](mailto:pbcc@amsamovers.net)

#### **I. Description of Confidential Information.**

3. American Safety is required to submit its rates, fares and charges to the Commission for approval pursuant to S.C. Code Section 58-23-1010 and S.C. Code Regs. 103-150, 103-198, and 103-193(2). American Safety seeks limited authority to transport Department of Defense shipments of household goods pursuant to Department of Defense contracts. American Safety has submitted a bid for a Direct Procurement Method ("DPM") contract at the Marine Corps Recruit Depot at Parris Island, South Carolina. Defense Transportation Regulations, Part IV, Chapter 404, govern the DPM Contracts. See ***Exhibit 1***. Defense

Transportation Regulation, Part IV, Personal Property, Attachment V.B.2 describes the rate filing procedures for contractors who have been awarded DPM contracts. *See Exhibit 2.* The federal regulations describe the additional layer of approval required to provide DPM services and the DOD oversight of rates.

As described in Mr. Coleman's testimony, the option year rates for the bid are identical to the base year rates. Detailed line item rates for individual contracts are not available to the public on the Surface Deployment and Distribution Command website nor does American Safety seek to serve the general public. Public disclosure of the detailed rate information would give future bidders a competitive advantage in submitting bids for other DPM contracts. As a result, the public disclosure of this information may result in direct, immediate and substantial harm to the competitive position of American Safety Movers, Inc. in South Carolina and elsewhere. As a result American Safety Movers seeks a Waiver of the requirements of S.C. Code Section 58-23-1010 and S.C. Code Regs. 103-150, 103-198, and 103-193(2) inasmuch as this rate information would be publicly accessible.

## **II. Grounds for Claim of Confidentiality.**

4. The detailed rate information attached to the Testimony of Patrick Coleman is not readily available to persons external to Applicant except for regulatory and governmental agencies with jurisdiction over Applicant. The services to be offered will be restricted to Department of Defense household goods shipments pursuant to contracts bid on a competitive basis. Services will not be offered to the general public.

5. Because the detailed rate information submitted is confidential and commercially-sensitive information from which its competitors may derive economic value, Applicant seeks to

protect such material from public disclosure. Applicant derives independent economic value from the fact that significant, detailed and proprietary information regarding its contractual bid rates is unknown to its competitors. As such, the detailed rate information submitted with the Company's bid is a "trade secret" as that term is used in South Carolina Trade Secrets Act. S.C. Code Section 39-8-20(5). Given this fact, the disclosure of this information could provide existing and potential competitors in South Carolina, as well as in other states in which Applicant provides or intends to provide transportation services, with an unfair and undeserved competitive advantage.

6. Applicant clarifies herein that its request for protection applies only to the public disclosure of detailed rates submitted with DOD bids and pursuant to any DOD contracts that it is awarded. American Safety Movers proposed to file copies of any DOD contracts awarded to the Company in the future with the detailed rate information redacted from the filed copies. American Safety Movers would have the unredacted contracts available for review by Office of Regulatory Staff ("ORS") or the Commission upon request. Applicant is not seeking protection of any type for those reports Applicant is required to file with ORS should the relief sought in the Application be granted.

### **CONCLUSION**

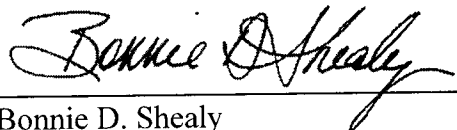
7. The detailed proposed rate information included in Mr. Coleman's testimony, for which Confidential Treatment is sought, is both proprietary and competitively sensitive. The substantial and direct harm that could be caused to Applicant as a result of disclosure is real and not speculative. Moreover, to date, no other jurisdiction or governmental agency has required Applicant to make this detailed information available to the public. For all these reasons, the

proposed rate information attached to the Testimony of Patrick Coleman should be protected from public disclosure the Commission.

WHEREFORE, American Safety Movers, Inc. respectfully requests that the South Carolina Public Service Commission grant this Motion for Protective Treatment with respect to the public disclosure of detailed rate information submitted with DOD bids and included in DOD contracts that the Company may be awarded. We also seek to be allowed to file redacted version of any DOD contracts awarded. Specifically, we are seeking confidential treatment for the Proposed Rates in Bid Submission attached to the Testimony of Patrick Coleman on behalf of American Safety Movers, Inc. for Class E Certificate of Public Convenience and Necessity to Transport Household Goods Between Points and Places in South Carolina restricted to Transportation of U.S. Department of Defense Shipments for Department of Defense Personnel throughout the State of South Carolina and filed under seal as Confidential in this proceeding.

Dated this 19<sup>th</sup> day of June, 2014

Robinson, McFadden & Moore, P.C.

A handwritten signature in black ink, appearing to read "Bonnie D. Shealy", written over a horizontal line.

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Attorneys for American Safety Movers, Inc.

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Application of American Safety Movers, )  
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**EXHIBIT 1**

**DEFENSE TRANSPORTATION REGULATIONS  
PART IV, PERSONAL PROPERTY, CHAPTER 404**

## **CHAPTER 404**

### **DIRECT PROCUREMENT METHOD (DPM)**

#### **A. PURPOSE AND SCOPE**

This chapter provides guidance for the preparation and shipment by the DPM method, and provides instructions for the preparation and marking of DPM shipments and procurement of DPM services. This chapter applies to all DPM HHG and UB shipments when transportation services are acquired on the BL or other shipping document.

#### **B. DPM SERVICES**

When the DPM is used, generally the line-haul transportation service is provided by common TSPs of freight. Approval by SDDC is not required of a commercial contractor providing DPM transportation services. Required materials (including containers) and services for the preparation, storage, and movement of DPM shipments are acquired by the contract. See Paragraph G for contracting procedures.

#### **C. ROUTING BY THE PPSO**

The PPSO determines the mode of transportation and the origin freight TSP for the movement of DPM shipments.

#### **D. USE OF DPM AIR MODE FOR IHHG**

Prior to moving DPM shipments overseas, TOs must have Service approval IAW DOD component publications.

#### **E. VALUATION OF SHIPMENTS**

Generally, the maximum released valuation applicable to the lowest rate or rating published by freight TSPs is used for DPM shipments. Consideration must be given to use another code/mode of service when a member/employee requests a valuation higher than that offered by the freight TSP.

#### **F. CONTAINERS**

Authorized containers, including overflow and oversize containers, must be constructed as specified in the technical provisions of the Performance Work Statement for Packing, Containerization, and Local Drayage of Direct Procurement Method Personal Property Shipments (Appendix G). The policy on the use of overflow and oversize containers is also set forth in this regulation.

## G. PROCEDURES

1. DPM Contracts. Packing and containerization services must be acquired by contract. The contracting format in Appendix G is mandatory. The Performance Work Statement (PWS) or the technical provisions for Packing, Containerization, and Local Drayage of DPM Personal Property Shipments (Appendix G) and the Bid Schedules or items to be ordered must be used for developing requirements in acquiring packing and containerization services. The contractual clauses used in the solicitation, award, and administration of the contract are contained in the Federal Acquisition Regulation (FAR) and the Department of Defense Federal Acquisition Regulation Supplement (DFARS). Annual estimates need to be annotated on the Bid Schedules and a copy of Appendix G provided to the contracting office for their coordination and preparation of the solicitation package.
  - a. Inspection of shipments must be performed by using DD Form 2773, Report of Contractor Services, Figure 404-1. Unsatisfactory services must be indicated by citing specific Par. or areas in the PWS and annotating this on DD Form 2772, Contract Discrepancy Report (CDR), Figure 404-2. When completed, the Contract Discrepancy Report must be forwarded to the contracting office for action. The Contracting Officer (CO) or COR must take action (set-off deduction, cure letter), against the contractor IAW FAR Clause 52.246-4, Inspection of Services-Fixed-Price.
  - b. Problems encountered in executing the PWS contract must be resolved by the COR, with the assistance of the CO.
  - c. The PPSO will base contractual requirements on past experience and estimated future needs. The PPSO must establish areas of performance for contracting purposes. Both population density and traffic volume must be considered in the establishment of areas of performance.
2. PWS Contract Administration. The TO is responsible for the routing and release of shipments and for arranging delivery to the line-haul TSP. Delivery to the line-haul TSP can be by common TSP pickup at the contractor's facility or by local drayage by the contractor to the TSP's terminal. The TO must ensure the contractor meets all requirements of the PWS, and is also responsible for maintaining accurate DPM contract data in TOPS. If the contractor fails to comply with the terms of the PWS, the PPSO must document deficiencies and follow procedures outlined in paragraph G.1.a., above.
3. Weight Data for DPM UB Shipments. The TO/PPSO must receive the actual pieces weight and cube prior to printing the BL. The contractor must provide the required information to the TO/PPSO within three working days after pickup.
4. Consignment.
  - a. DPM shipments must be consigned IAW the PPCIG.
  - b. When the CONUS destination is not known for a shipment from overseas, the shipment must be consigned to the designated storage facilities as contained in the PPCIG in the CONUS. The statement "Hold for Storage in Transit" or "Hold for Nontemporary Storage" must be stenciled on each container after the consignment data. In such cases, the member/employee at the time application for shipment is made, must provide the origin PPSO a leave or contact address in the space provided on the DD Form 1299, Application for Shipment and/or Storage of Personal Property, Figure 404-3). The origin PPSO must forward this information to the responsible storage facility identified at designated ports. The origin PPSO must instruct the member/employee to furnish disposition instructions to the designated storage facilities, either directly or through the most convenient PPSO, upon determination of the final destination.



- c. Shipments moving by military or commercial air must not be consigned for placement in a “hold” status, except when AMC TP-4 tariff rates apply or when air is the only available shipping method between the origin overseas area and the CONUS. In those cases, the DPM must be used to make delivery to the nearest designated storage facilities. For shipments arriving at East/West Coast ports, refer to the CONUS PPCIG for the responsible facility.
5. Documentation for DPM Shipments Entering the DTS.
- a. If documentation for DPM shipments is unavailable through the DTS, the PPSO must assign a TCN to each DPM personal property shipment entering the DTS. The TCN must be developed IAW this Regulation Part II, Cargo Movement, and annotated on the BL, freight warrant, or other transportation acquisition document. When a shipment requires more than one transportation acquisition document, the same TCN must be annotated on each document. The PPSO must use the date of pickup from the member/employee as the Julian date in the construction of the TCN.
  - b. The BL for UB shipments must be prepared after the TO/PPSO has received and input the actual weight and cube from the contractor into DTS. The TO/PPSO then provides the BL to the contractor to give to the TSP upon pickup of the shipment from the contractor facility or provides the BL directly to the TSP picking up the shipment.
  - c. The TCMD must be prepared for all DPM personal property shipments entering the DTS.
  - d. After the TCMD is assembled, the shipper must offer the shipment for clearance before making the shipment. A clearance is required for all DPM personal property shipments entering the DTS. The shipper clears a DPM shipment by sending ATCMD data to the clearance authority.
  - e. DPM personal property shipments are considered cleared if the clearance authority has not challenged it by the hours/day entered in the ATCMD shipped field.
  - f. One copy of the BL or other transportation acquisition document, annotated with the TCN, and a properly completed manual TCMD, together with other required documents, must be placed in a waterproof pouch on the number one container of the shipment. One copy of the inventory and one copy of the packing list must be placed in an envelope inside the number one container, in an easily accessible position. For shipments released from NTS, the exception sheet must also be included. Specific detail on the preparation and usage of TCMDs, TCNs, data elements, prime documents, and trailer cards are contained in this Regulation, Part II, Cargo Movement.
  - g. For those shipments entering the DTS at DOD controlled aerial and water ports, a two-dimensional and linear bar coded MSL, prepared IAW Appendix G, Paragraph A.7.f(5) must be prepared and affixed to each shipment piece.
  - h. The origin PPSO must mail one copy each of DD Form 1299, member’s/employee’s orders, transportation document, and BL to the destination PPSO, who has final delivery responsibility.

REPORT OF CONTRACTOR SERVICES					
<b>SECTION I</b>					
1. INSPECTING ACTIVITY		2. CONTRACTOR NAME		3. CONTRACT NUMBER	
				4. ORDER NUMBER	
5. SHIPMENT INSPECTED <i>(X as applicable)</i>				6a. DATE (YYYYMMDD)	
<input type="checkbox"/> RESIDENCE		<input type="checkbox"/> CONTRACTOR'S FACILITY		<input type="checkbox"/> OTHER	
7a. PROPERTY OWNER NAME <i>(Last, First, Middle Initial)</i>			8. PICKUP/DELIVERY ADDRESS <i>(Street, Apartment Number, City, State, ZIP Code)</i>		
b. RANK/GRADE		c. SSN			
<b>INSTRUCTIONS:</b> Information in Section I above is obtained from DD Form 1299. Section II will be completed during the inspection of services. Place an "A" in the box when the service is acceptable or a "U" when the service is unacceptable. When the service is not required, place an "NA" in the box. The appropriate contract paragraph number must be placed in the column marked "REFERENCE" when the service is unacceptable.					
<b>SECTION II</b>					
9. SERVICE		10. REFERENCE		11. SCHEDULES	
				I	II
a. Did the carrier perform a premove survey, if required?					
b. Did the contractor weigh the shipment in accordance with prescribed procedures?					
c. Was PBP&E properly weighed?					
d. Did the contractor reweigh in accordance with prescribed procedures?					
e. Was shipment picked up within agreed times on the agreed date?					
f. Was shipment delivered within agreed times on the agreed date?					
g. Do packing materials meet specifications?					
h. Were proper packing methods used?					
i. Was inventory properly prepared?					
j. Were appliances properly serviced as required?					
k. Were appliances properly unserviced as required?					
l. Were proper materials used to service appliances?					
m. Were articles properly containerized?					
n. Were articles properly loaded in the van?					
o. Were containers properly marked?					
p. Were containers properly remarked, when required?					
q. Were proper storage services provided?					
r. Were unloading services performed and were articles placed so they were readily accessible to the member?					
s. Were unpacking services performed?					
t. Was debris removed from residence?					
u. Was loss and damage recorded on a DD Form 1640 at the time of delivery?					
v. Were weight tickets, GEL, and packing lists properly completed?					
w. Were documents returned to the ITO within the required time frame?					
12. REMARKS					
13. NAME OF CONTRACTOR NOTIFIED OF DISCREPANCIES <i>(Last, First, Middle Initial)</i>			14. SIGNATURE OF CONTRACTOR NOTIFIED OF DISCREPANCIES		
15. NAME OF INSPECTING OFFICIAL <i>(Last, First, Middle Initial)</i>		16. SIGNATURE OF INSPECTING OFFICIAL		17. DATE (YYYYMMDD)	

DD FORM 2773, SEP 1998 (EG)

REPLACES MT FORM 360-R (TEST), WHICH IS OBSOLETE.

WHS/DIOR, Oct 99

**Figure 404-1. DD Form 2773, Report of Contractor Services**

CONTRACT DISCREPANCY REPORT				
1. CONTRACT NUMBER		2. REPORT NUMBER FOR THIS DISCREPANCY		
3. TO <i>(Contractor and Manager's Name)</i>		4. FROM <i>(Name of QAE)</i>		
5. DATES <i>(YYYYMMDD)</i>				
a. PREPARED		b. RETURNED BY CONTRACTOR		c. ACTION COMPLETE
6. DISCREPANCY OR PROBLEM <i>(Describe in detail. Include reference to PWS Directive; attach continuation sheet if necessary.)</i>				
7. SIGNATURE OF CONTRACTING OFFICER				
8a. TO <i>(Contracting Officer)</i>		b. FROM <i>(Contractor)</i>		
9. CONTRACTOR RESPONSE AS TO CAUSE, CORRECTIVE ACTION AND ACTIONS TO PREVENT RECURRENCE. <i>(Cite applicable Q.C. program procedures or new Q.C. procedures. Attach continuation sheet(s) if necessary.)</i>				
10. SIGNATURE OF CONTRACTOR REPRESENTATIVE				b. DATE <i>(YYYYMMDD)</i>
11. GOVERNMENT EVALUATION <i>(Acceptance, partial acceptance, reflection. Attach continuation sheet(s) if necessary)</i>				
12. GOVERNMENT ACTIONS <i>(Reduced payment, cure notice, show cause, other)</i>				
13. CLOSE OUT				
	NAME (1)	TITLE (2)	SIGNATURE (3)	DATE <i>(YYYYMMDD)</i> (4)
a. CONTRACTOR NOTIFIED				
b. QAE				
c. ACO				

DD FORM 2772, SEP 1998 (EG)

REPLACES MT FORM 352-R, WHICH IS OBSOLETE.

Designed using Perform Pro, WHS/DIOR, Sep 98

**Figure 404-2. DD Form 2772, Contract Discrepancy Report**

<b>APPLICATION FOR SHIPMENT AND/OR STORAGE OF PERSONAL PROPERTY</b> <i>(Read Privacy Act Statement on back before completing form.)</i>		<b>1. DATE PREPARED (YYYYMMDD)</b>		<b>2. SHIPMENT NUMBER</b>	
<b>3. NAME OF PREPARING OFFICE</b>		<b>4. TO (Responsible Origin Personal Property Shipping Office)</b>			
		<b>a. NAME</b>			
<b>5. NAME OF DESTINATION PERSONAL PROPERTY SHIPPING OFFICE</b>		<b>b. ADDRESS (Street, Suite Number, City, State, ZIP Code)</b>			
<b>6. MEMBER OR EMPLOYEE INFORMATION</b>					
<b>a. NAME (Last, First, Middle Initial)</b>		<b>b. RANK/GRADE</b>		<b>c. SSN</b>	
				<b>d. AGENCY</b>	
<b>7. REQUEST ACTION BE TAKEN TO TRANSPORT OR STORE THE FOLLOWING:</b>					
<b>a. HOUSEHOLD GOODS/UNACCOMPANIED BAGGAGE/ITEMS/NO. OF CONTAINERS (Enter quantity estimate)</b>					
<b>(1) POUNDS</b>		<b>(2) POUNDS OF PROFESSIONAL BOOKS, PAPERS, AND EQUIPMENT (PBP&amp;E) (Enter "NONE" if not applicable)</b>		<b>(3) EXPENSIVE AND VALUABLE ITEMS (Number of cartons)</b>	
<b>b. MOBILE HOME INFORMATION (Enter dimensions in feet and inches)</b>					
<b>(1) SERIAL NUMBER</b>		<b>(2) LENGTH</b>	<b>(3) WIDTH</b>	<b>(4) HEIGHT</b>	<b>(5) TYPE EXPANDO (Describe)</b>
<b>c. MOBILE HOME SERVICES REQUESTED (X as applicable)</b>					
<input type="checkbox"/> CONTENTS PACKED		<input type="checkbox"/> MOBILE HOME BLOCKED		<input type="checkbox"/> MOBILE HOME UNBLOCKED	
				<input type="checkbox"/> STORED AT ORIGIN	
				<input type="checkbox"/> STORED AT DESTINATION	
<b>8. THIS SHIPMENT/STORAGE IS REQUIRED INCIDENT TO THE FOLLOWING CHANGE OF STATION ORDERS:</b>					
<b>a. TYPE ORDERS (X one)</b>		<b>b. ISSUED BY</b>		<b>c. NEW DUTY ASSIGNMENT</b>	
<input type="checkbox"/> PERMANENT		<input type="checkbox"/> TEMPORARY			
<b>d. DATE OF ORDERS (YYYYMMDD)</b>		<b>e. ORDERS NUMBER</b>		<b>f. PARAGRAPH NO.</b>	
				<b>g. IN TRANSIT TELEPHONE NO. (Include Area Code)</b>	
<b>h. IN TRANSIT ADDRESS (Street, Apartment Number, City, State, ZIP Code)</b>					
<b>9. PICKUP (ORIGIN) INFORMATION</b>			<b>10. DESTINATION INFORMATION</b>		
<b>a. ADDRESS (Street, Apartment Number, City, County, State, ZIP Code) (If a mobile home park, include mobile home court name)</b>			<b>a. ADDRESS (Street, Apartment Number, City, County, State, ZIP Code) (If a mobile home park, include mobile home court name)</b>		
<b>b. TELEPHONE NUMBER (Include Area Code)</b>			<b>b. AGENT DESIGNATED TO RECEIVE PROPERTY</b>		
<b>11. EXTRA PICKUP/DELIVERY ADDRESS (If applicable)</b>			<b>12. SCHEDULED DATE FOR (YYYYMMDD)</b>		
			<b>a. PACK</b>		<b>b. PICKUP</b>
					<b>c. DELIVERY</b>
<b>13. REMARKS</b>					
<b>14. I CERTIFY THAT NO OTHER SHIPMENTS AND/OR NONTEMPORARY STORAGE HAVE BEEN MADE UNDER THESE ORDERS EXCEPT AS INDICATED BELOW (If none, indicate "NONE")</b>					
<b>a. FROM</b>		<b>b. TO</b>		<b>c. NET POUNDS (Actual or estimated)</b>	
				<b>d. POUNDS OF PBP&amp;E (Actual or estimated)</b>	
<b>15. CERTIFICATION OF SHIPMENT RESPONSIBILITIES/STORAGE CONDITIONS</b> I certify that I have read and understand my shipping responsibilities and storage conditions printed on the back side of this form.					
<b>a. SIGNATURE OF MEMBER/EMPLOYEE</b>		<b>b. DATE SIGNED</b>		<b>c. ADDRESS OF CONTRACTOR (Street, Suite No., City, State, ZIP Code)</b>	
<b>d. NAME OF CONTRACTOR (Origin DPM or non-temporary storage)</b>					
<b>16. CERTIFICATE IN LIEU OF SIGNATURE ON THIS FORM IS REQUIRED WHEN REGULATIONS SO AUTHORIZE. Property is baggage, household goods, mobile home, and/or professional books, papers and equipment authorized to be shipped at government expense.</b>					
<b>a. REASON FOR NONAVAILABILITY OF SIGNATURE</b>			<b>b. CERTIFIED BY (Signature)</b>		
			<b>c. TITLE</b>		

DD FORM 1299, SEP 1998

PREVIOUS EDITION IS OBSOLETE.

Figure 404-3. DD Form 1299, Application for Shipment and/or Storage of Personal Property

**BEFORE  
THE PUBLIC SERVICE COMMISSION  
OF SOUTH CAROLINA**

In re: )  
)  
Application of American Safety Movers, )  
Inc. for Class E Certificate of Public )  
Convenience and Necessity to transport )  
Household Goods Between Points and )  
Places in South Carolina restricted to the )  
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**EXHIBIT 2**

**DEFENSE TRANSPORTATION REGULATIONS  
PART IV, PERSONAL PROPERTY, ATTACHMENT V.B.2**

## **ATTACHMENT V.B.2**

### **DIRECT PROCUREMENT METHOD (DPM) RATE FILING**

#### **A. INTRODUCTION**

The Defense Personal Property Program (DP3) incorporates Direct Procurement Method (DPM) Schedule I (Outbound/Inbound) and Schedule II (Local Move) services. The Defense Personal Property System (DPS) is the automated system that supports DP3. DP3 uses a “Best Value” approach when awarding shipments requiring DPM services. Best value is based on a DPM Transportation Service Provider’s (TSP’s) performance and rates. DPS establishes a Best Value Score (BVS) for each DPM TSP Area of Responsibility (AOR)/zone combination, based on the TSP’s Performance Score (PS) and Rate Score (RS). See the document titled Attachment V.F.2 Direct Procurement Method (DPM) Best Value Score Business Rules for more details. An Area of Responsibility is classified as a specifically defined geographic area where one military installation has been designated the responsibility for acquisition of transportation, storage, and related personal property movement services.

Rates are filed by DPM TSPs who have approved warehouse facilities and have been administratively determined to be qualified to provide DPM services for the Department of Defense (DOD) and United States (US) Coast Guard.

#### **B. RATE FILING BACKGROUND**

In order to file rates, DPM TSPs are required to become qualified to provide DPM services on behalf of the DOD and US Coast Guard.

To submit a bid to compete for the awards of shipments requiring DPM services, a TSP must file rates in the DPS rate filing module, Request for Quote (RFQ) workbench (for more information, refer to “Rate Filing Instructions for TSP” located on the Military Surface Deployment and Distribution Command (SDDC) Web site), <http://www.sddc.army.mil/>. DPM TSPs are solely responsible for establishing internal quality control procedures to ensure the accuracy of any rate intended to be filed prior to actual submission. Failure to submit rates in DPS by the designated filing deadline shall be considered a non-responsive bid and will be rejected. Rates that are submitted in improper format in accordance with specific requirements set forth herein will be rejected as non-responsive.

DPS will establish a Rate Score for all DPM TSPs with acceptable rates and will use the RS to calculate a DPM TSP’s BVS. DPS will then rank the DPM TSPs based on their BVSs.

#### **C. RATE FILING PROCEDURES**

There is one annual rate filing, with three additional periods where there are opportunities to add or adjust rates. These four potential rate filing periods are in conjunction with the four performance periods, and each performance period has two rounds of rate filing. A rate can only be filed once per AOR/zone. Rates rejected in the first round may be re-filed in the final (second) round. DPM TSPs who did not submit a rate for a specific AOR/zone in the first round are allowed to submit a rate in the second round.

Rates rejected in the second round based on errors will not be included in the program. The DPM TSP with the rejected rate will not be included for shipments for the initial performance period. If the DPM TSP wants to re-file rates for that AOR for the second performance period and if the new rates pass the competitive range check at the beginning of the next performance period, the DPM TSP will then be included in that AOR and be available for shipments. DPM TSPs are encouraged to file rates for any AORs/zones in which they elect to participate. An AOR/zone will be established under the

current, published rate filing format using the schedule of services and rates for household goods contained in the Schedule of Services and Rates for Schedule I – Outbound and Inbound Services or the Schedule of Services and Rates for Schedule II – Intra-City & Intra-Area Moves. A DPM TSP may only file rates for zones in which it possesses lawful operating authority.

**NOTE:** The AORs/zones for Phase III of the DPM are defined on SDDC's Web site, which will be included at a later time.

1. DPS Rate Filing Instructions:

DPM TSPs must file rates in the Request for Quote (RFQ) module in DPS. DPM TSPs are responsible for establishing quality control procedures that permit the review of rates prior to their actual submission to SDDC. Failure to submit rates in DPS by the designated filing date and time will result in non-acceptance of the submissions. DPM TSPs are responsible for the selection and actions of their Internet Service Providers (ISPs). DPM TSPs are also responsible for any internal company computer security and control/use of issued passwords for access to DPS.

The DPM Tender of Service (TOS) provides the DPM TSP Rate Filing Users Manual that sets forth specific instructions on rate filing.

2. DPS Rate Filing for DPM TSPs:

The DPS Rate Filing Module will provide service items and descriptions from the Schedule of Services and Rates for Schedule I – Outbound and Inbound Services or the Schedule of Services and Rates for Schedule II – Intra-City & Intra-Area Moves for DPM TSPs to file their rates by AOR and zone(s). Figure V.B.2-1 is the form depicting the service items for which Schedule I DPM TSPs file rates. Figure V.B.2-2 is the form depicting the service items for which Schedule II DPM TSPs file rates.

a. Schedule I:

Outbound DPM TSP Rate Score: The rates filed for Items (701) – Outbound Services will be used as one amount to calculate the outbound DPM TSP's Rate Score. Outbound DPM TSPs will have one RS for each zone within each AOR.

Inbound DPM TSP RS: The rates filed for Items (703) – Storage and (704) – Inbound Services will be used as one amount to calculate the inbound DPM TSP's RS. Inbound DPM TSPs will have one RS for each zone within each AOR.

b. Schedule II:

Rates filed for Items (705) – Intra City & Intra Area Services, (706) – Special Services, and (707) – Additional Mileage will be applicable across all the AORs/zones in which the local move DPM TSP wishes to participate.

Local move DPM TSP RS: The rates filed for Item (705) – Intra City & Intra Area Services will be used as one amount to calculate the local move DPM TSP's RS. Local move DPM TSPs will have one RS for each zone within each AOR.

#### D. RATE FILING, RATE ADJUSTMENTS, AND PERFORMANCE PERIOD TIMELINE

DPM TSPs must file a rate for the first performance period of each calendar year. DPM TSPs can file adjusted rates three additional times a year. Newly approved DPM TSPs filing initial rates or those DPM TSPs filing rates in a previously un-serviced AOR may do so in any of the four rate filing periods. The newly filed rates will become valid at the beginning of the next performance period. There are four performance periods:

1 January–14 May
15 May–31 July
1 August–30 September
1 October–31 December

Following the initial required rate filing period, the DPM TSPs are not required to re-file rates for the three subsequent rate filing periods if they currently have rates filed for the AORs in which they are participating. A performance period is the period over which DPM TSPs will be evaluated for purposes of quartile ranking and shipment allocation. DPS will rack and stack DPM TSPs prior to the start of each performance period.

The performance periods listed are subject to change because of program requirements. For any updates to performance periods, reference the applicable DPM TOS modifications.

SDDC will establish rate filing/adjustment deadlines for each performance period. DPM TSPs will be notified of these deadlines prior to each rate filing period.

Rates can only be filed between the designated to and from dates. Rates not submitted by the designated filing deadlines will not be accepted.

Annual rate filing periods will last approximately 20 business days after the first day each period opens. Table V.B.2-1 provides the approximate number of days for each rate filing activity. No rate filing period will end on the first business day of the week.

**Table V.B.2-1. Rate Filing Tasks and Timeframes**

1	First round of Rate Filings for DPM by DOD- and US Coast Guard-qualified TSPs.	10
2	Regional Storage Management Office (RSMO) or SDDC reviews the competitive range results. Regional Program Manager (RPM) manually approves system-rejected rates as business requires.	1
3	DPM TSP rejection notifications sent.	1
4	Rate filing errors identified (including a competitive range check).	1
5	Second/FINAL round of rate filing.	10
6	Final notification to the DPM TSPs on rate filing errors (including a Competitive Range check).	1
7	Best Value Scores calculated.	3
8	Establish quality bands by channel.	2

#### E. LATE SUBMISSION OF RATES

After the designated deadline date, DPM TSPs may not submit rates to be included in the program for the given performance period.



## F. COMPETITIVE RANGE

All rates filed are subject to a Competitive Range check. DPM TSPs will file rates for each service item performed by an AOR/zone. The Schedule of Services and Rates for Schedule I – Outbound and Inbound Services and Schedule of Services and Rates for Schedule II – Intra-City & Intra-Area Moves list and describe the Service Line Item Performed for DPM. Acceptable ranges for each service item performed by AOR/zone are established in DPS to be used in the Competitive Range check of TSPs filed rates.

Rates filed by the DPM TSP that pass the Competitive Range check (i.e., fall within the competitive rate ranges) will be accepted by DPS. DPS will reject rates that are outside of the pre-established range and forward them to the RSMO's or SDDC's queue. The RSMO or SDDC can review the results of the Competitive Range check after the first round. At their discretion, RSMO or SDDC can accept rates even if they fall out of the Competitive Rate range, as business requires.

If the RSMO or SDDC does not accept the rejected rates, DPS advises the DPM TSP that it is either above or below the competitive range for each of the service item rates filed. These DPM TSPs will then be given one opportunity to submit a new rate as part of second/final round of rate filing. If this new service item rate is still outside the Competitive Rate range, the DPM TSP will be notified and will not be allowed to submit a new rate until the next performance period rate filing. If a DPM TSP only participates in the second/final round and if the DPM TSP's rate fails the Competitive Rate Range test, the DPM TSP is not allowed another opportunity to re-file a new rate.

RSMOs, SDDC, and HQ SDDC reserve the right to either publish (make public) or not publish the Competitive Rate ranges. For this reason, DPM TSPs may or may not be notified of the range. Approved DPM rates will be effective for the entire period. Within DPS, there is no difference between a rate accepted by the RSMO or SDDC or automatically by DPS.

## G. RATE FILING ERRORS AND REJECTIONS

DPS will perform edit checks and validations prior to a DPM TSP's final submission of its rates during the annual cycle and before the rate is scored at each performance period. For example, DPS will not allow alphabetical characters in numeric rate fields. DPS will allow DPM TSPs to change their rates prior to the rate filing deadlines. At midnight on the deadline dates, the submitted rates will be processed and accepted or rejected. Accepted rates cannot be changed for the given performance period but can be updated for the next. If the DPM TSP feels no need to update its rate for the next performance period, the DPM TSP's rate will remain the same as it was for the previous performance period.

The rate filing errors and validations are executed at the end of each round of the annual filing. Accepted rates will be stored in the DPS database. DPM TSPs will be notified of their rate filing errors via e-mail. DPS will display rejected rates and the reason for the rejection.

All submitted rates will be subject to the DPS validation checks in Table V.B.2-2.

**Table V.B.2-2. Rate Filing Validations**

Error Type	DPS Action	Remark
Administrative errors	DPM TSPs will be informed of their errors and will be given an opportunity to re-file their rates.	Rates that are not accepted in the first round can be re-filed in the second (final) round. <b><i>*This only can occur if the error happens in the first round of rate filing.</i></b>
DPM TSP is disqualified	DPM TSPs rates will be rejected	Rates submitted by nonqualified or disqualified DPM TSPs will be rejected.

Error Type	DPS Action	Remark
DPM TSP is in "non-use" or inactive	Rates will be accepted in DPS if the TSP passes all the other checks. Accepted rates will not be used until they are placed on the active Traffic Distribution List (TDL). If the rates are not accepted, DPM TSPs will be informed of the errors and will be given an opportunity to re- file their rates.	DPM TSPs that are suspended, in non-use, or inactive will be allowed to file rates but will not receive any shipments until they are placed on the active TDL. Rates that are not accepted in the first round can be re-filed in the second (final) round. <b><i>*DPM TSPs will only be given this opportunity if this problem occurs in the first round of rate filing.</i></b>
Submitted rates fail the Competitive Range check for an AOR/zone	Rates will not be accepted, and the DPM TSPs will be given an opportunity to re- file. The DPS message will indicate whether the DPM TSP's rate was higher than the highest rate in the Competitive Range OR lower than the lowest rate in the Competitive Range.	Rates that are not accepted in the first round can be re-filed in the second (final) round. <b><i>*TSPs may participate in the second round even if they did not submit their original rate in the first round of rate filing.</i></b>

1. 1<sup>st</sup> Round of Rate Filing:

DPM TSPs are encouraged to file rates for all the AORs/zones in which they wish to participate in the first round of rate filing. Rates filed in the first round of rate filing that pass the Competitive Range check will be considered final. DPM TSPs will be given one opportunity to correct administrative errors, incomplete rate submissions, and rates not passing the Competitive Range check. These errors can be corrected in the second/final round of rate filing.

2. 2<sup>nd</sup>/Final Round of Rate Filing:

Rates rejected for the reasons cited in Table V.B.2-3 in the second/final round cannot be resubmitted, and DPM TSPs with rejected rates will have to wait until the next performance period rate filing cycle to submit rates. DPM TSPs who did not submit a rate in the first round of rate filing may submit a rate for those AOR/zone and/or service items in the second/final round.

The error messages in Table V.B.2-3 will be shown in the DPS-RFQ module in the "Status" column for each rejected rate.

**Table V.B.2-3. Rate Filing Error Messages**

Error Number	Error Message
01	CFAC compliance error
02	DPM TSP is currently in Non-Use
03	DPM TSP is currently on In-Active list
04	DPM TSP is currently Disqualified
05	Rate is higher than acceptable high (only applies to round 1 for DPM)
06	Rate is lower than the lowest rate in the Competitive Range (only applies to round 1 for DPM)
07	Rate is higher than the highest rate in the Competitive Range and is being placed on the reserve list (only applies to round 2 for DPM)
08	Rate is lower than the lowest rate in the Competitive Range and is being placed on the reserve list (only applies to round 2 for DPM)

## H. DPM TSP RESERVE LIST

DPM TSPs who have filed rates that are outside of the competitive range will be maintained in an “Active” status but will not be placed in the quality banding to receive shipments. After the close of rate filing, the DPM TSPs will be informed of the channels for which they will be maintained on the reserve list. These DPM TSPs will be placed on “reserve” to be used by the Personal Property Shipping Office (PPSO) for backup services or when no other DPM TSPs are available to perform required services. No punitive action will be taken against the reserve DPM TSPs or any DPM TSPs based on shipment refusals. If the DPM TSPs have three consecutive non competitive rate filings, they will be disqualified. If the DPM TSPs want to re-qualify at a later date, the DPM TSPs shall do it through the Pre-Award process.

DPS will establish an RS for all reserve list DPM TSPs and will use the RS to calculate a reserve list DPM TSP’s BVS. DPS will then rank the reserve list DPM TSPs based on their BVSs.

When DPS cannot award a shipment because of a complete blackout situation (by all the approved DPM TSPs), all the DPM TSPs on the reserve list will be activated. During the rate filing process, DPS will store the rejected rates for the DPM TSPs on the reserve list. This reserve list is viewable by the PPSO, the RSMO, and SDDC. The shipments awarded during this blackout situation will be stored using the rates that were rejected during the previous rate filing cycle. Shipments will be awarded by DPS according to the normal shipment award rules. Once the shipments for the blackout situation have been assigned, the shipment award procedure will return to the DPM quality banding methodology discussed in Attachment V.J.2, Direct Procurement Method (DPM) Shipment Management. DPM TSPs on the reserve list will be maintained for use if a blackout situation were to occur again.

## I. ACCEPTANCE OF RATES

1. DPM TSPs can see their accepted rates in DPS.
2. SDDC reserves the right to reject any or all offers; to waive informalities and minor irregularities in offers received; to negotiate, accept, or reject initial or subsequent submissions without discussion of rates; to not use or cancel any rate upon 15 days notice; and to re-solicit rates.
3. SDDC reserves the right to extend the effective period of rates to modify the rate filing period.
4. Rate submissions should be based on the most favorable terms to the government from a price and service standpoint.
5. It is SDDC’s sole intent to solicit responsible rates prepared in accordance with sound business decisions. Rates that would jeopardize financial viability of a DPM TSP are not desired.
6. Individual rates should be constructed to stand alone without regard to rates for other AORs/zones.
7. SDDC reserves the right to initiate and/or modify special negotiations, in manual or automated format, at any time commensurate with requirements. Unique rate filing procedures may be required in those instances where normal automated procedures are not appropriate because of particular circumstances existing at the time. Methods for administratively processing such situations will be provided in the special solicitation instructions.
8. DPM TSPs are offering their rates for transportation/storage services to the United States Government for the indicated rate cycle under the applicable tender of service. By submitting rates, the DPM TSP agrees to abide by the rules applicable to the tender of service.
9. The General Service Administration (GSA) and Department of Justice (DOJ) will have read-only access to DPS.

## **J. CANCELLATION OF RATES**

In the DPM program, DPM TSPs can cancel their rates. DPM TSPs can add, delete, change, or correct rates in DPS prior to the rate filing deadline. These changes or updates do not become applicable until the next performance period. The cancellation does not become effective until the next performance period; at that time, the DPM TSP will not be available for award for the performance period in which the rate was canceled. If the DPM TSP has no current rates on file for the calendar year, the DPM TSP will be disqualified. If the DPM TSP wants to re-qualify at a later date, the DPM TSP shall re-qualify through the Pre-Award process.

DPM TSPs have the ability to black out any dates on which they do not wish to receive traffic awards. A DPM TSP can black out in advance any specific dates for which it cannot provide service. Additionally, a DPM TSP that no longer wants to participate in the DPM program may request that its status be changed under the DPM TSP Qualification module. After these requests are granted, the DPM TSP will not receive shipment awards within the AOR/zone(s) requested and will be removed from the traffic distribution lists in DPS. However, the DPM TSP must service all the shipments previously awarded and/or currently in the pipeline (e.g., packed or picked up). Refer to Attachment V.A.2, Direct Procurement Method (DPM) Transportation Service Provider (TSP) Qualifications (Continental United States [CONUS] and Outside CONUS [OCONUS]) business rules document for additional details on this and related topics.

A DPM TSP can request approval for or reinsertion to the AOR/zone for which it requested to be eliminated at any time throughout the year. This also applies to new entrants. If the DPM TSP is a new entrant, the DPM TSP must complete all the required qualifications and file rates for the program. A DPM TSP adding or reentering an AOR will not need to complete all the qualifications required of a new entrant. If it is a new DOD and US Coast Guard warehouse facility, the warehouse will need to have the applicable warehouse inspections before the DPM TSP can be added to the AOR. The warehouse will need to have a Warehouse Inspection Score (WIS) before it can be considered for shipments.

Once the DPM TSP has completed these requirements and filed rates for the AOR, the TSP will have to wait until the beginning of the next performance period before it is added to the program and receives shipments. At the performance periods, all DPM TSPs in each AOR will be ranked by BVS.

## **K. TERMINATION OF RATES**

The RSMOs or SDDC have the ability to terminate rates for a DPM TSP in an AOR/zone or all DPM TSP rates at any point in the program. If choosing to once again do business in an AOR/zone in which rates have been terminated, a DSM TSP will be required to re-file rates. DPS will not carry over rates that have been terminated previously to the next rate filing cycle.

## **L. SPECIAL RATE REQUEST**

The RSMOs or SDDC have the ability to request a special rate as needed (for example, DPM Volume Moves, Deployment, Saturation, and Natural Disasters). PPSOs will send notification to the RSMO or SDDC through DPS requesting special rates when they have determined there is a need for it. The notification needs to include the approximate number of shipments, the estimated total weight, the location(s), and the approximate dates for the move. RSMOs or SDDC will solicit for a special rate via DPS to all the approved DPM TSPs by Schedule I or II within a specific geographic area determined by the requesting RSMO or SDDC. The geographic area can be broken down by AOR/zone, region, or state. The request for special rates will specify the time frame the DPM TSP has to respond, as well as the time period for which the rates will be valid. All special rates must be filed in DPS and processed by RSMO or SDDC within DPS. The DPS Special Rate Module provides service items and descriptions from the Schedule of Services and Rates for Schedule I – Outbound

and Inbound Services and Schedule of Services and Rate for Schedule II for DPM TSPs to use to file their rates by AOR and zones.

The special rates filed will be checked against the Competitive Rate ranges. DPS will accept rates filed by the DPM TSP that pass the Competitive Range check. DPS will reject rates that are outside of the pre-established range and forward them to the RSMO's or SDDC's queue for review. The RSMOs or SDDC have the ability accept a rate that falls outside the Competitive Rate range. The rates filed under special rate request are valid only for the time period or the specific situation stated on the request.

Once the RSMO or SDDC accepts the special rate, the DPM TSP will receive notification through DPS that the rate has been accepted. Primary and alternate DPM TSPs will confirm their acceptance of the special rate requirement by providing their respective Tender Numbers via DPS within 2 working days of the award. Acceptance of special rates does not guarantee any offer of tonnage/shipments. The DPM TSP's response binds the DPM TSP to a rate commitment. Alternate DPM TSPs will have the option to withdraw their special shipment rate if they do not desire to participate in traffic that is not handled by the primary. Awards will not affect normal rate distributions.

The PPSO that initiated the request will also receive notification from the RSMO or SDDC that the special rate is available in DPS. PPSOs will then process only those shipments that prompted the special rate request within DPS using the special rates provided.

**Special Rate Move Distribution:**

1. All rates submitted by DPM TSPs for the special rate must be lower than their lowest rate on file for that zone in that AOR.
2. DPS ensures DPM TSPs provide special rates lower than their current rate on file for that zone. Higher rates are rejected.
3. DPS establishes an RS for all DPM TSPs with acceptable rates for each special rate request.
4. DPS combines the special rate with the current PS for the DPM market to establish a unique BVS used for the special rate shipments.
5. DPS ranks DPM TSPs based on their BVSs (from highest to lowest) and selects the DPM TSP with the highest BVS at the time of the award.
6. SDDC may select an alternate DPM TSP to handle special rate shipments above the amount handled by the primary DPM TSP if required.

**M. TSP CHANGE OF COMPANY NAME OR OWNERSHIP**

When a DPM TSP changes its name and/or ownership, the DPM TSP must maintain existing rates. Refer to the DPM TSP Qualification Business Rules document for additional details.

**SCHEDULE OF SERVICES AND RATES FOR SCHEDULE I – OUTBOUND AND INBOUND SERVICES**

Rates listed in this schedule shall be inclusive of all charges for labor, materials, vans and equipment and incidental facilities and services necessary for the performing of outbound household goods and unaccompanied baggage and related services specified in this schedule. All services to be performed under this schedule should be in accordance with requirements for services for outbound and Inbound shipments.

TOSNR		MODIFICATION NR		EFFECTIVE DATE:		
TITLE	DESCRIPTION				RATE	
ITEM 701 OUTBOUND SERVICES	<p>a. Outbound HHG. Services include pre-move survey, servicing of appliances, disassembly of furniture, packaging, inventorying, tagging, wrapping, padding, packing, and bracing in shipping container at member's/employee's residence, or pickup location authorized by the PPSO, properly securing and sealing of container for shipment, weighing, marking, strapping, and drayage of the container to the DPM TSP's facility or within an area of performance. Service also include loading of container on line-haul TSP's equipment at the DPM TSP's facility.</p> <p>b. Outbound HHG from NTS. Service of packed HHG picked up at a NTS facility and containerized for shipment. Includes drayage to DPM TSP's facility or within the area of performance as directed by the PPSO and loading of container(s) on line-haul TSP's equipment at the DPM TSP's facility. DPM TSP must prepare an Exception sheet when DPM TSP and NTS TSP representatives disagree on condition of goods. DPM TSP must make Exceptions sheet available to the Military Claims Office, (MCO).</p> <p>c. Outbound Unaccompanied Baggage, (UB): Packaging, inventorying, packing in approved containers, properly securing and sealing container(s) for shipment, weighing, marking, strapping, and drayage of the container(s) to DPM TSP's facility or within the area of performance. Service also includes loading of shipment on line-haul TSP's equipment at the DPM TSP's facility.</p>				a(1)\$	a(2)\$
					a(3)\$	a(4)\$
					a(5)\$	a(6)\$
					b(1)\$	b(2)\$
					b(3)\$	b(4)\$
					b(5)\$	b(6)\$
					c(1)\$	c(2)\$
					c(3)\$	c(4)\$
					c(5)\$	c(6)\$
ITEM 702 SPECIAL SERVICE	<p>a. Services ordered other than normal duty days and hours.</p> <p>b. Reweigh if ordered by DPS or destination PPSO. (Inbound)</p> <p>c. Other services as authorized under the Extras clause. (Outbound/Inbound)</p>				Services will be paid based on the amounts listed in Tariff 400NG for domestic, and the International Personal Property Rate Solicitation.	
ITEM 703 STORAGE	<p>a. Storage per clause H-4, Tender of Service. (Rate per cwt per month). (Outbound)</p> <p>b. Storage per clause H-4, Tender of Service. (Rate per cwt net per month). To include any and all Handling In services.</p>				<p>\$</p> <p>\$</p>	
ITEM 704 INBOUND SERVICES	<p>a. Service includes offloading of shipment from line-haul TSP's equipment at the DPM TSP's facility, and delivery to destination, unloading, including removal of HHGs from containers and placing of HHGs in rooms in accordance with specifications C-2k. Unpacking all crates, boxes, cartons. Removing from owner's residence all empty containers, packing materials and other debris accumulated incident to unpacking. (Rate per cwt net).</p> <p>b. Service includes offloading of shipment from line-haul TSP's equipment at the DPM TSP's facility, and delivery to destination, unloading, including removal of UB in rooms in accordance with specifications C-2k. Unpacking all crates, boxes, cartons. Removing from owner's residence all empty containers, packing materials and other debris accumulated incident to unpacking. (Rate per cwt net).</p>				a(1)\$	a(2)\$
					a(3)\$	a(4)\$
					a(5)\$	a(6)\$
					b(1)\$	b(2)\$
					b(3)\$	b(4)\$
					b(5)\$	b(6)\$
SERVICE AREA:						
Description of Zones shown in Items 701 and 704 above.						
Zone 1						
Zone 2						
Zone 3						
Zone 4						
Zone 5						
Zone 6						
<b>DPM TSP CERTIFICATION STATEMENT</b>						
<b>I hereby certify that I have valid operating authority for zones in which I have submitted rates.</b>						
TYPED NAME (LAST, FIRST, MIDDLE INITIAL)		SIGNATURE		DATE SIGNED		

**Figure V.B.2-1. Schedule I DPM Rate Filing Fields**

<b>SCHEDULE OF SERVICES AND RATES FOR SCHEDULE II – INTRA-CITY &amp; INTRA-AREA MOVES</b>		
Rates listed in this schedule shall be inclusive of all charges for labor, materials, vans and equipment and incidental facilities and services necessary for the performing of local moves and related services as specified in this schedule. All services to be performed under this schedule should be in accordance with requirements for services for intra-city & intra-area moves.		
TOS NR	MODIFICATION NR	EFFECTIVE DATE:
<b>TITLE</b>	<b>DESCRIPTION</b>	<b>RATE</b>
ITEM 705 INTRA-CITY & INTRA- AREA SERVICES	Packing and protection required by, and incident to drayage origin from residence, marking, tagging and inventorying for drayage to the shipper's new residence or other designated location within the PPSO's area of performance. (includes upright wardrobes). (Rate per cwt net). Delivery, to include drayage to destination, unloading, including the reassembly of items disassembled for movement, recording overage, shortage or damage, as appropriate and placing in designated rooms in accordance with specifications. (Rate per cwt net) Unpacking including all crates, & cartons. Removing from owner's residence all empty containers, packing materials and other debris accumulated incident to unpacking. (Rate per cwt net).	\$
ITEM 706 SPECIAL SERVICE	a. Services ordered other than normal duty days and hours. b. Other services as authorized under the Extras clause.	Services will be paid based on the amounts listed in Tariff 400NG for domestic, and the International Personal Property Rate Solicitation
ITEM 707 ADDITIONAL MILEAGE	Additional drayage mileage beyond zone. (Rate per cwt net/mile)	\$
SERVICE AREA:		
Description of Zone for Items 705 above.		
Zone 1		
<b>DPM TSP CERTIFICATION STATEMENT</b>		
<b>I hereby certify that I have valid operating authority for zones in which I have submitted rates.</b>		
TYPED NAME (LAST, FIRST, MIDDLE INITIAL)	SIGNATURE	DATE SIGNED

**Figure V.B.2-2. Schedule II DPM Rate Filing Fields**

**BEFORE  
THE PUBLIC SERVICE COMMISSION  
OF SOUTH CAROLINA**

In re: )  
)  
Application of American Safety Movers, )  
Inc. for Class E Certificate of Public )  
Convenience and Necessity to transport )  
Household Goods Between Points and )  
Places in South Carolina restricted to the )  
Transportation of U.S. Department of )  
Defense Shipments for Department of )  
Defense Personnel )

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**Confidential and Proprietary**

**PROPOSED RATES IN BID SUBMISSION  
EXHIBIT 9  
OF TESTIMONY OF PATRICK COLEMAN**

**Filed Separately Under Seal**